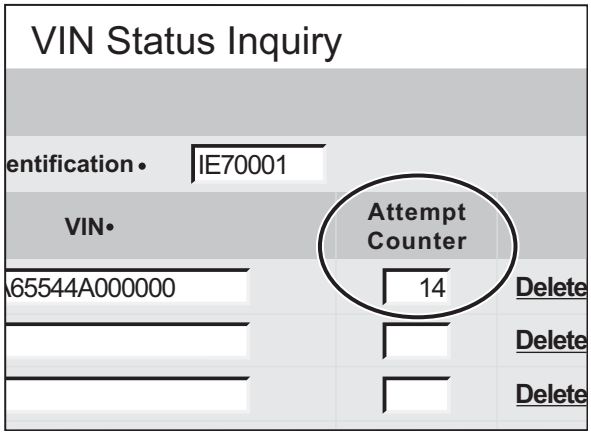
Unlock the HDS With the Immobilizer Release Password

NOTE: This article applies to '98–04 Accords, '01–04 Civics, '02–04 CR-Vs, '03–04 Elements, '00–04 Insights, '97–01 Preludes, '99–04 Odysseys, '03–04 Pilots, and '00–04 S2000s.

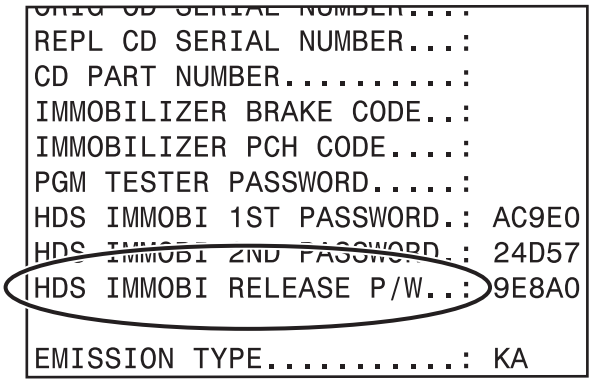
If the Honda Diagnostic System (HDS) immobilizer function locks up, you'll need to enter the five-digit HDS immobilizer release password from the Interactive Network (*i*N) to unlock it. The HDS can lock up if it's got the wrong date or if you enter the VIN, the first password, or the PCM code wrong three times.

Here's how to unlock the HDS:

1. From the **This function is locked** screen, tap the green tick (✓) button to get to the **HDS Unlock Password** screen. Write down the **Attempt Counter** value that's just above the password field.
2. Double-tap the clock icon in the lower right corner of the display screen. From the **Date/Time Properties** screen, check the date and time, and make any needed changes.
3. Go to the *i*N workstation. From the main menu, click on **SERVICE**, **Vehicle Information**, and then **VIN Status Inquiry**.



4. From the **VIN Status Inquiry** screen, enter the VIN in the **VIN** box and the value you wrote down in step 1 in the **Attempt Counter** box. Click **Submit**. In a few moments, you'll see the five-digit password for unlocking the HDS next to **HDS IMMOBI RELEASE P/W**.
5. Print a copy of this page, and take it to the vehicle. Enter the five-digit password into the HDS; the HDS should then unlock. Make sure you enter the password correctly; if you don't, you'll need to repeat steps 1 thru 5 using a new attempt counter number.



New Software for HDS: Version 1.011.014

A new CD was sent to all Honda dealerships during the week of March 15, 2004. It contains HDS software version 1.011.014. This CD has a lavender label that says "HDS Installation Disk (Ver. 1.011.014), March 2004." Your system administrator should have this software already installed on the master server.

Here's some important info on 1.011.014:

- The Honda Network Tester (HNT) has been added to test the network capabilities at your dealership. Look for a new icon on the HDS display screen.
- The printer function has been corrected to support older printers.
- The SRS software has been corrected so you can now initialize the seat weight sensor on certain vehicles.
- OBD II generic software is now available. Look for the Scan Tool icon on the display screen.
- The EVAP system function test software has been updated to include the Civic Hybrid SULEV.

Error Message Running EVAP System Function Test

When running the EVAP system function test on a Civic Hybrid SULEV, you'll see this message on the HDS display screen: **POSSIBLE FAILURE 2WBS STUCK OPEN, MIS-FITTING OF LINE INTO 2WV.**

This message comes up because the HDS software version 1.010.012 can't tell the difference between the EVAP system for a regular Civic Hybrid and a Civic Hybrid SULEV.

The Civic Hybrid SULEV has a purge control solenoid, a canister vent solenoid, and a fuel tank pressure sensor. The regular Civic Hybrid still has a two-way valve and a bypass solenoid. The EVAP system function test looks for a change in fuel tank pressure when the bypass solenoid is turned on and off.

The new HDS software version 1.011.014 released this month fixes this problem.

DTC P0630 After ECM/PCM Replacement

The '04 Civic and '04 S2000 are the first Honda models that come with the VIN stored in the ECM/PCM. (It's a new Federal requirement for all '05 models.) When you replace the ECM/PCM in a '04 Civic or the ECM in a '04 S2000, you wind up with a DTC P0630 (VIN not programmed or mismatch) as soon as you turn the ignition switch to ON (II). This DTC can't be cleared until you input the VIN to the ECM/PCM with the HDS. Here's how you do it:

1. Make sure the HDS is loaded with version 1.011.014 or later software. (You can't do this operation if it's got earlier software.)
2. Connect the HDS to the 16P data link connector. Turn the ignition switch to ON (II). Turn on the HDS.
3. At the screen prompts, enter the VIN and the odometer reading, and then check the correct date and time. Since you're replacing the ECM/PCM, the HDS will ask you if the VIN is correct. If it is, click **YES** to continue. If it's wrong, click **NO**, and enter it again.
4. Clear the DTC.

Once you input the VIN to the ECM/PCM, the HDS will recognize it and will automatically fill in the VIN field for you.

Use Leak Detection Powder to Pinpoint Leaks

Here's a cool product that works great for pinpointing fuel, oil, coolant, or other fluid leaks. It's Met-L-Chek D-70 Developer. This product is a highly absorbent, powder-like coating that pinpoints leaks by changing color when it soaks up any liquid.

To apply D-70, clean the affected area with contact cleaner, then dry it completely. Apply a thin, even film of D-70, then apply pressure to the system, and wait for the leak to appear.

You can get this product from

Met-L-Chek Company
1639 Euclid Street
Santa Monica, CA 90404
Phone: 310-450-1111
Fax: 310-452-4046
E-mail: info@met-l-chek.com

You can also visit their Web site at *www.met-l-chek.com* to learn more about their products.

2003–04 Accord Has Power Window Key Off Delay

All '03–04 Accords have a convenient key off delay feature that lets you raise or lower the power windows with the window switch for up to **10 minutes** after you turn the ignition switch to LOCK (0) or until you open either the driver's door or the front passenger's door. During this time, though, you can't lower the windows with the UNLOCK button on the keyless remote or by turning the key in the driver's door lock cylinder.

Power Windows Open by Themselves When Parked

While we're on the subject of power windows, have you gotten complaints from '03–04 Accord LX or EX owners saying they closed the windows when they parked the vehicle but found all the windows open or partially open when they returned? Ruling out poltergeists or gremlins, the reason could just be they did it themselves with the keyless remote. Borrowing from page 100 of the O/M, here's how you open the windows with the keyless remote:

1. Press the UNLOCK button once to unlock the driver's door.
2. Press the UNLOCK button again, and hold it down. The passenger's doors unlock and all four windows start to open. To stop the windows, release the button.
3. To open the windows further, press the UNLOCK button again.

You can't close the windows with the keyless remote. If your customer doesn't think that he or she opened the windows by mistake, then ask him or her to carry the valet key for a while. If the problem happens again with the valet key, refer to section 22 of the 2003–04 Accord S/M, and follow the troubleshooting procedures.

Grinding at Upshifts When Cold: '00–04 S2000

When the M/T and the MTF are cold in a '00–04 S2000, expect some grinding or a notchy feeling when you're shifting from 1st to 2nd gear or from 2nd to 3rd gear. There's nothing wrong with the M/T; it's just something common to all S2000s.

To Prolong M/T Life, Shift Gears by the Numbers

NOTE: This article applies to '98–04 Accords, '96–04 Civics, '97–04 CR-Vs, '03–04 Elements, and '00–04 S2000s.

Regardless of what's commonly thought, skip shifting is punishing to an M/T. Those flicks of the gearshift from 2nd to 5th gear or from 3rd to 5th gear can speed up synchro wear, leading to some nasty gear grinding over time. To avoid problems, and to prolong the M/T's service life, advise your customers to shift through the gears in sequence (by the numbers), and don't speed shift or power shift.

ABS Grunts When Doing a Self-Check

NOTE: This article applies to '98–04 Accords, '96–04 Civics, '97–04 CR-Vs, '00–04 Insights, '98–04 Odysseys, '03–04 Pilots, and '00–04 S2000s.

Are owners of vehicles with a "compact" ABS complaining of hearing a short grunt or groan when backing or moving the vehicle forward after its's been sitting awhile? It could just be the ABS doing its self-check. A compact ABS has a modulator, a pump, and an accumulator all rolled into one. (Later model vehicles don't even use an accumulator.) The system is designed to do a self-check when the vehicle reaches a speed of at least **7 mph** either forward or backward after sitting. So the grunt is normal; it doesn't mean there's a problem with the ABS. On some models, you'll even feel a vibration through the brake and accelerator pedals when you hear the noise.

You can show your customer just how this ABS self-check works by connecting the Honda Diagnostic System (HDS) to the 16P data link connector, and running the ABS function test. (This test cycles the ABS solenoid and runs the ABS pump.) The noise from the test may be louder than the noise made by the actual ABS self-check, but it lets your customer hear the noise and helps you to determine if the noise is ABS-related or coming from another source.

Got an ATF Leak? Check the Torque Converter Seal

NOTE: This article applies to '02–04 Accords, '02–04 Civics, '02–04 Odysseys, and '03–04 Pilots.

If you've got ATF leaking from the torque converter housing, chances are it's coming from a bad torque converter seal.

To find out if the torque converter seal is the culprit, remove the A/T from the vehicle (see section 14 of the appropriate S/M for details). Check if the ATF leak is coming from the seal. If the leak is coming from the seal, carefully pry out the seal, and check if the seal's outer surface is torn. If the surface is torn, replace the seal, and then reinstall the A/T. If the surface looks OK, but you see evidence of melting or overheating, then order a reman A/T. Melted or overheated seals are usually caused by a damaged ATF pump.

As late as January of this year, some torque converter seals were installed at the factory without the specified lubricant applied to the seal's outer surface. Installing these seals dry could account for any torn or damaged seals you find.

Turn Off Headlights To Reset Maintenance Indicator

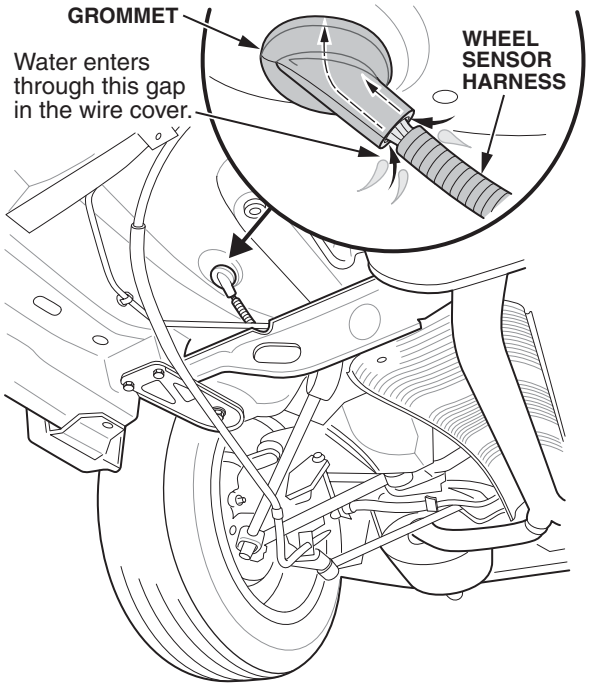
Can't reset the maintenance required indicator in a '03–04 Accord? Make sure the headlights are turned off; otherwise, it won't reset. If you still can't reset the indicator even with the headlights turned off, then check if the vehicle has aftermarket daytime running lights. If it does, you may need to disable the system to reset the indicator.

SRS DTC 15-1; No. 7 Fuse Blows; Rear Wiper Inop

If you get a '03–04 Pilot with the SRS indicator on and SRS DTC 15-1 (faulty OPDS unit or OPDS not initialized) set, check if the rear wiper motor works OK. If it's not working, then replace the No. 7 (7.5A) fuse in the driver's under-dash fuse/relay box. (This fuse protects the circuits of the OPDS unit, along with the rear window washer motor, intermittent relay, and wiper motor.) If the SRS indicator stays off, then replace the rear wiper motor.

Water Leak Under the Rear Seat: '03–04 Accord

If you're getting complaints from '03–04 Accord owners that the floor is wet under the rear seat cushion, it could be because water is working its way along the exposed wires in the right rear wheel sensor harness, up through the grommet, and out into the body.



This problem is easy to fix. Just inject some silicone sealer into the wheel sensor harness near the grommet. Be careful, though, not to get any sealer on the connector terminals.

Water Leaks From the Door? Check the Rain Protector

NOTE: This article applies to '94–04 Accords, '96–04 Civics, '97–04 CR-Vs, '03–04 Elements, '99–04 Odysseys, and '03–04 Pilots.

The plastic cover (rain protector) inside each door is there to keep water from getting into the passenger's compartment. If you have a vehicle with a water leak from the door, remove the door panel, and look for a tear in the rain protector or for a break in its adhesive. If the protector is torn, then replace it. If there's a break in the adhesive, then reseal the cover with Door Panel Adhesive (P/N 08712-0003, H/C 4162186).

Tips From Training: Electronic Troubleshooting

Christine Vinson, Training Instructor in Mount Laurel, NJ, passed along these great tips to help make troubleshooting of electronic systems just a little bit easier.

- Check Tech Line Summaries, *ServiceNews* articles, S/Bs, S/Ms, and ETMs for related info. Follow any recommended procedures first.
- If the system is multiplexed, make sure you're familiar with all diagnostic procedures for checking system communication. Also, make sure you know how to put the system in self-diagnostic mode and what systems the HDS can test.
- Make yourself a copy of the circuit schematic. Look at how the system normally works and isolate only those areas that could cause the problem you're troubleshooting.
- If you're not quite sure what you need to isolate, divide the circuit into three sections: (1) power to the component, (2) the component itself, and (3) the ground for the component.
- Do a voltage drop test on each section. Refer to the article "Measure Voltage Drops to Pinpoint Problems" in the February '02 issue of *ServiceNews*.
- Once you've isolated the section with the irregular voltage drop, keep dividing that section until you've pinpointed the exact cause.

ETM Fix: PGM-FI System, '03–04 Accord V6

The circuit schematic on page 24-4 of the 2003–04 Accord ETM doesn't show the power source for the throttle actuator control module. You'll find that info on the circuit schematic on page 24-14. Make a note in your copies of the ETM to refer to page 24-14 for power source info.

New Special Tool Sent: Alpine Test Harness Set

In the January '04 issue of *ServiceNews*, we told you about the Radio Test Harness Breakout Box that was sent to all dealerships as a required special tool (see the article "Radio Test Harness Breakout Box Soon Needed for Audio System Troubleshooting: '03–04 Accords").

Your dealership was recently sent the Alpine Test Harness Set (T/N 070AZ-SDAA100, H/C 7626088). This set consists of two harnesses: Harness A connects the breakout box to audio units with the navigation system; Harness B connects the breakout box to audio units with a single CD player.

Together with the breakout box, this harness set supersedes the Test Harness A (T/N 070AZ-SDA0100, H/C 7669377) that's called out in the Body Electrical section of the 2003–04 Accord S/M.

You can order additional test harness sets through normal parts ordering channels.

i-VES Display Problems: ’03–04 Accord

If owners of ’03–04 Accords with the accessory *i*-VES are complaining of the display screen image being backwards (mirrored), upside down (flipped), dim, or blank, check the Mode settings with the remote control before you order a replacement display or control unit.

Pressing the **Mode** button on the remote control lets you select and set these modes:

- **Flip** - This inverts the image so the top becomes the bottom.
- **Mirror** - This reverses the image so the left side becomes the right side.
- **Dimmer** - This reduces the brightness of the display.
- **TV System** - This is used in other markets where a TV tuner is installed. Selecting this can cause a blank screen.
- **Mem Reset** - This restores all factory settings.

Use the arrow keys to cycle between selections; use the left and right arrow keys to make any adjustments to your selection.

Audio Module Lens Popping Out? See S/B 03-071

If an ’03 Accord owner comes in with a loose lens (faceplate) on the audio-HVAC display module, don’t replace the display module, just replace the lens (see S/B 03-071, *Audio Module Lens Comes Loose*). Honda parts stock carries a complete selection of replacement lenses, and the replacement procedure is a snap to do.

Sending HDS Data to Tech Line

Whenever you’re using the HDS to send data to Tech Line, watch the display screen for this confirmation message: **Data file transferred successfully**. If you don’t see this message, the file transfer wasn’t completed. Contact your network administrator for assistance.

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